Gardena Transit-Oriented Development Specific Plan Project

Initial Study

August 2020

Lead Agency:

City of Gardena
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1.0 INTRODUCTION

1.1 Statutory Authority and Requirements

This Initial Study has been conducted in accordance with the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] §21000 et seq.) and the State CEQA Guidelines (California Code of Regulations [CCR], Title 14, §15000 et seq.). Pursuant to State CEQA Guidelines §15063, this Initial Study has been conducted to determine if the proposed Gardena Transit-Oriented Development Specific Plan Project ("Project") would have a significant effect on the environment. The approximately 1.33-acre Project site is at 12850 Crenshaw Boulevard, in the City of Gardena ("City" or "Gardena"), California. The Project would remove all existing on-site structures and in their place construct up to 265 dwelling units (DU), at a density of 199 dwelling units per net-acre (DU/net AC). The Project includes approximately 8,500 square feet (SF) of open space, and 267 parking spaces. The requested approvals include a General Plan Amendment, Zone Change, Zone Code Amendment, Lot Merger, Specific Plan, Development Agreement, and Site Plan Review.

State CEQA Guidelines §15063(b) states that if the Lead Agency determines that there is substantial evidence that any aspect of a project, either individually or cumulatively, may cause a significant effect on the environment, the Lead Agency shall prepare an Environmental Impact Report (EIR), use a previously prepared EIR, or determine, which of a project's effects were adequately examined by an earlier EIR or Negative Declaration (ND). Conversely, the Lead Agency shall prepare a ND if there is no substantial evidence that the project or any of its aspects may cause a significant effect on the environment.

Pursuant to State CEQA Guidelines §15063(c), the purposes of an Initial Study are to:

- Provide the Lead Agency with information to use as the basis for deciding whether to prepare an EIR or a ND;
- Enable an applicant or Lead Agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the project to qualify for a ND;
- Assist in the preparation of an EIR, if one is required;
- Facilitate environmental assessment early in the design of a project;
- Provide documentation of the factual basis for the finding in a ND that a project will not have a significant effect on the environment;
- Eliminate unnecessary EIRs; and
- Determine whether a previously prepared EIR could be used with the project.

This Initial Study is intended to be used as a decision-making tool for the Lead Agency and responsible agencies in considering and acting on the proposed Project. Responsible agencies would comply with CEQA by considering this environmental analysis for discretionary actions associated with Project implementation, if any.

State CEQA Guidelines §15063(g) specifies that as soon as a Lead Agency has determined that an Initial Study will be required for a project, the Lead Agency shall consult informally with all Responsible Agencies and all Trustee Agencies responsible for resources affected by the project to obtain their recommendations as to whether an EIR, Mitigated Negative Declaration (MND), or ND should be prepared.

1.2 Summary of Findings

Pursuant to State CEQA Guidelines §15367, the City of Gardena, as the Lead Agency, has the authority for environmental review and adoption of the environmental documentation, in accordance with CEQA. This Initial Study evaluated the environmental issues outlined in **Section 3.2: Environmental Factors Potentially Affected**. It provides decision-makers and the public with information concerning the Project's potential environmental effects.

Based on the Environmental Checklist Form and supporting environmental analysis, the Project would have no impact or a less than significant impact concerning all environmental issue areas, except the following, for which the Project would have a potentially significant impact:

- Aesthetics
- Air Quality
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazardous Materials and Waste
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Mandatory Findings of Significance

As set forth in State CEQA Guidelines §15081, the decision to prepare an EIR will be made either during preliminary review under State CEQA Guidelines §15060 or at the conclusion of an Initial Study after applying the standards described in State CEQA Guidelines §15064. On the basis of this initial evaluation, the Lead Agency has found that the proposed Project may have a significant effect on the environment and an EIR will be prepared.

1.3 Initial Study Public Review Process

In accordance with State CEQA Guidelines §15375, the City distributed a Notice of Preparation (NOP) to notify the responsible agencies, trustee agencies, the Office of Planning and Research (OPR), and involved federal agencies that the City (i.e., Lead Agency) plans to prepare an EIR for the Project. The NOP's purpose is to solicit guidance from those agencies as to the scope and content of the environmental information to be included in the EIR.

Within 30 days after receiving the NOP, each responsible and trustee agency and OPR are required to provide the Lead Agency with specific detail about the scope and content of the

environmental information related to the responsible or trustee agency's area of statutory responsibility that must be included in the Draft EIR. During the 30-day public review period, the NOP/Initial Study were made available for review on the City of Gardena Website, at https://www.cityofgardena.org/community-development/planning-projects/, and by request at the Community Development Department- please contact John F. Signo, AICP, Senior Planner, at 310.217.9530 or via email at jsigno@cityofgardena.org. Written responses to the NOP/comments on this Initial Study may be sent to:

John F. Signo, AICP,
Senior Planner
City of Gardena, Community Development Department
1700 West 162nd Street
Gardena, CA 90247-3732
Email: jsigno@cityofgardena.org

Please include in the subject matter line "GTOD NOP/IS Comment." Additionally, please note that email is the preferred method.

1.4 Incorporation by Reference

All or portions of another document, which is a matter of public record or is generally available to the public, may be incorporated by reference. Where all or part of another document is incorporated by reference, the incorporated language shall be considered to be set forth in full as part of the document's text.

The references outlined below, which were utilized during preparation of this Initial Study, are available for review on the City of Gardena Website, at https://www.cityofgardena.org/community-development/planning-projects/, and by request at the Community Development Department- please contact John F. Signo, AICP, Senior Planner, at 310.217.9524 or via email at jsigno@cityofgardena.org.

Gardena General Plan 2006. The City adopted the comprehensive Gardena General Plan 2006 (GGP) in 2006 and the Community Development Element's Land Use Plan was updated in June 2012 and March 2013. Additionally, the City's 2014-2021 Housing Element was adopted in November 2013 and found to be in compliance by the Department of Housing and Community Development in December 2013. The Circulation Plan was just updated in July 2020. The GGP constitutes the City's overall plans, goals, and objectives for land use within the City's jurisdiction. The GGP is based upon the following core visions for the City: City of Opportunity; Safe and attractive place to live, work and play; Community that values ethnic and cultural diversity; Strong and diverse economic base. It evaluates the existing conditions and provides long-term goals and policies necessary to guide growth and development in the direction that the community desires. Through its Goals, Objectives, Policies, and Programs, the GGP serves as a decision-making tool to guide future growth and development decisions.

The GGP consists of the following elements and the issues interrelated to each other and are summarized below:

- Community Development Element Land Use Plan
  - Economic Development Plan
  - Community Design Plan
  - Circulation Plan
- Community Resources Element
  - Open Space Plan
  - Conservation Plan
- Community Safety Element
  - Public Safety Plan
  - Noise Plan
- Implementation
  - Implementation Program
- Housing Element

The GGP was used throughout this Initial Study as a source of baseline data.

City of Gardena General Plan 2006 Final Environmental Impact Report (GRC Associates, Inc., April 2006) (SCH #2005021125). The GGP Final Environmental Impact Report (GGP FEIR) analyzed the potential environmental impacts that would result from the GGP implementation. At the time of the GGP FEIR's writing, the City was 98.5 percent developed and approximately 45 acres of vacant land existed. GGP FEIR Tables 2 and 3 present the forecast capacity at the City's buildout as 22,329 DU, a population of 63,799 persons, and approximately 18.9 million SF of non-residential land uses. Buildout was estimated to occur over 20 years. The GGP FEIR concluded significant and unavoidable impacts concerning Transportation (GGP FEIR page 138).

Since GGP FEIR preparation, the Southern California Association of Governments (SCAG) Regional Housing Needs Assessment Allocation Plan fifth cycle, which was adopted in 2012, indicates that between 2014 and 2021, the City will need to accommodate development of 397 DU. The 2014-2021 Housing Element concluded adequate development capacity remained for the City to meet the Regional Housing Needs Assessment (RHNA) allocation for the 2014-2021 planning period. On November 12, 2013, the City Council adopted Resolution No. 6106 approving the 2014-2021 Housing Element and the supporting Initial Study and Negative Declaration.

As of this writing, SCAG is in the process of finalizing the 6th Cycle Housing Element RHNA allocation (i.e., October 2021 through October 2029), with the final allocation anticipated January 2021. In draft, the RHNA allocates over 5,700 DU to Gardena. The City contracted a consultant to update the Housing Element for the 6th Cycle and anticipates its completion by October 2021.

Gardena Municipal Code. The Gardena Municipal Code (GMC) regulates municipal affairs within the City's jurisdiction including, without limitation, zoning regulations (codified in GMC Title 18). GMC Title 18 is the primary tool for implementing the GGP's Goals, Objectives, and Policies. The GMC is referenced throughout this Initial Study to establish the Project's baseline requirements according to the City's regulatory framework.

1.5 Report Organization

This document is organized into the following sections:

Section 1.0: Introduction provides a Project introduction and overview, cites the CEQA Statute and Guidelines provisions to which the proposed Project is subject, and summarizes the Initial Study's conclusions.

Section 2.0: Project Description details the Project's location, environmental setting, background and history, characteristics, discretionary actions, construction program, phasing, agreements, and required permits and approvals. This Section also identifies the Initial Study's intended uses, including a list of anticipated permits and other approvals.

Section 3.0: Environmental Checklist Form provides the Project background and an overview of potential impacts that may or may not result from Project implementation.

Section 4.0: Evaluation of Environmental Impacts provides an analysis of environmental impacts identified in the environmental checklist.

Section 5.0: References identifies resources used to prepare the Initial Study.

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2.0 PROJECT DESCRIPTION

2.1 Project Location

The Gardena Transit-Oriented Development Specific Plan ("GTODSP") Project ("Project") would be developed in the City of Gardena ("City"), approximately 8.8 miles southwest of downtown Los Angeles; see **Exhibit 2-1: Regional Vicinity Map**. The Project site is comprised of four lots on one 1.33-acre parcel (APN # 4060-004-039) on Crenshaw Boulevard south of West El Segundo Boulevard, at 12850 - 12900 Crenshaw Boulevard.

2.2 Environmental Setting

Gardena encompasses approximately 6.0 square miles in Los Angeles County's South Bay region. Gardena is a fully urbanized city with of a mix of residential densities, although low-density residential uses predominate. The City also contains a mix of retail commercial, office, and industrial uses. The City of Hawthorne is west of the Project site across Crenshaw Boulevard and north of the Project site across West El Segundo Boulevard; see **Exhibit 2-2: Site Vicinity Map**.

Three major freeways provide regional access to the Project site: Interstate 105 (I-105) to the north, I-110 to the east, and I-405 to the south and west. From I-105, access to the Project site is provided via Crenshaw Boulevard, which runs along the GTODSP area's western boundary. Local access to the GTODSP area is provided via El Segundo Boulevard, which is a six-lane arterial oriented east-west just north of the GTODSP. Local access is also provided via Crenshaw Boulevard, which is a six-lane arterial oriented north-south on the western edge of the Project site.

Transit, bicycle, and pedestrian facilities exist near the GTODSP area. The Crenshaw Station, which is a Los Angeles County Metro Rail freeway median station on the Metro C (Green) Line, is located at Crenshaw Boulevard in the median of the I-105 in the City of Hawthorne, approximately 0.6 miles north of the Project site. Additionally, the GTrans bus route Line 5 runs on El Segundo Boulevard with a stop 125 feet north of the Project site. There is an existing bicycle route along the Laguna Dominguez Trail approximately 60 feet east of the Project site, separated from the Project site by the Dominguez Flood Control Channel. The Laguna Dominguez Trail spans nearly three miles between the cities of Lawndale and Hawthorne. Additionally, sidewalks are provided along Crenshaw Boulevard (fronting the Project site) and within a continuous and complete pedestrian network in the surrounding area. Marked crosswalks are provided on all legs of the nearest intersection (i.e., Crenshaw Boulevard at El Segundo Boulevard).

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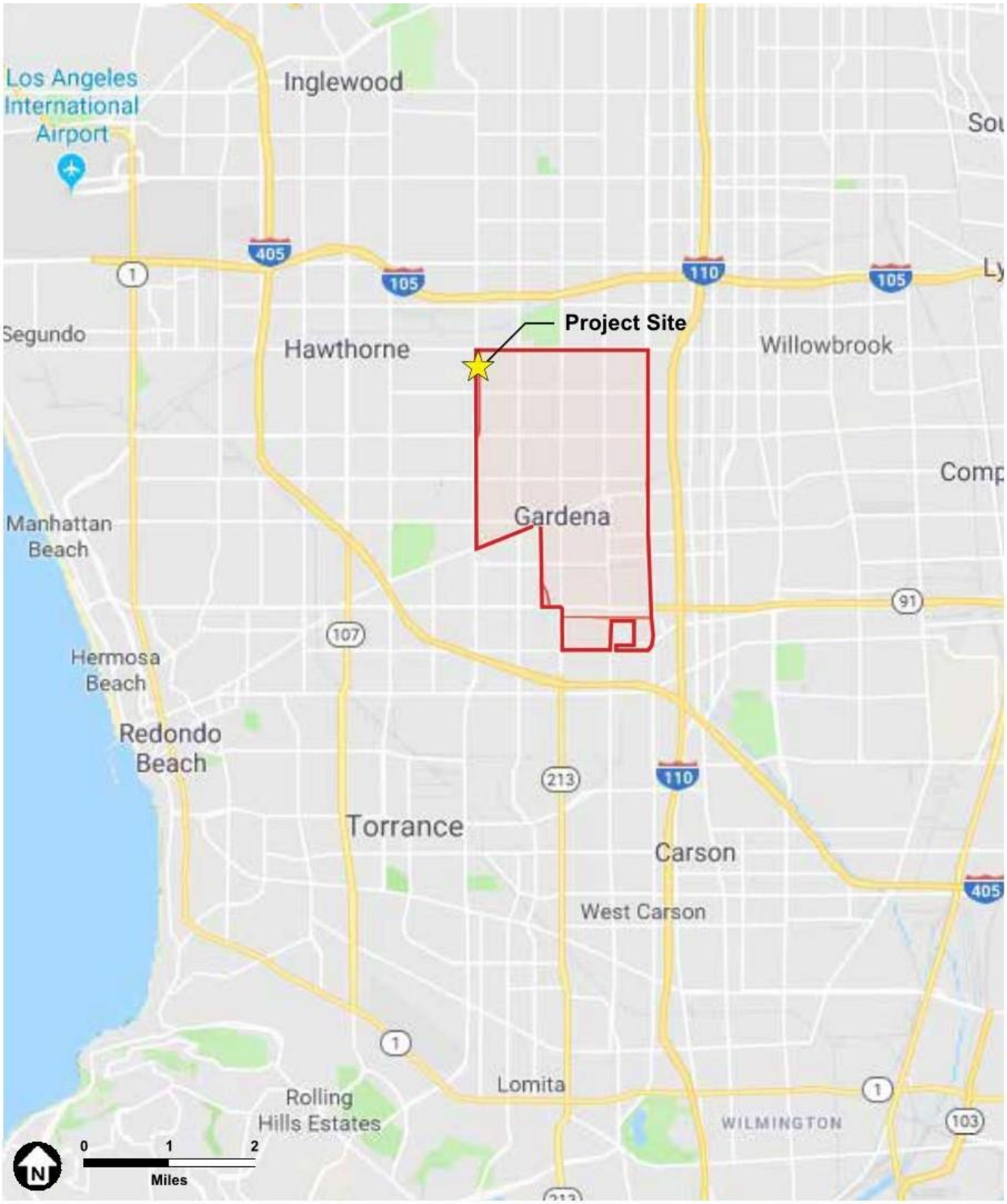

Source: Google Maps

Transit-Oriented Development Specific Plan Project
Environmental Impact Report
Exhibit 2-1
Regional Vicinity Map

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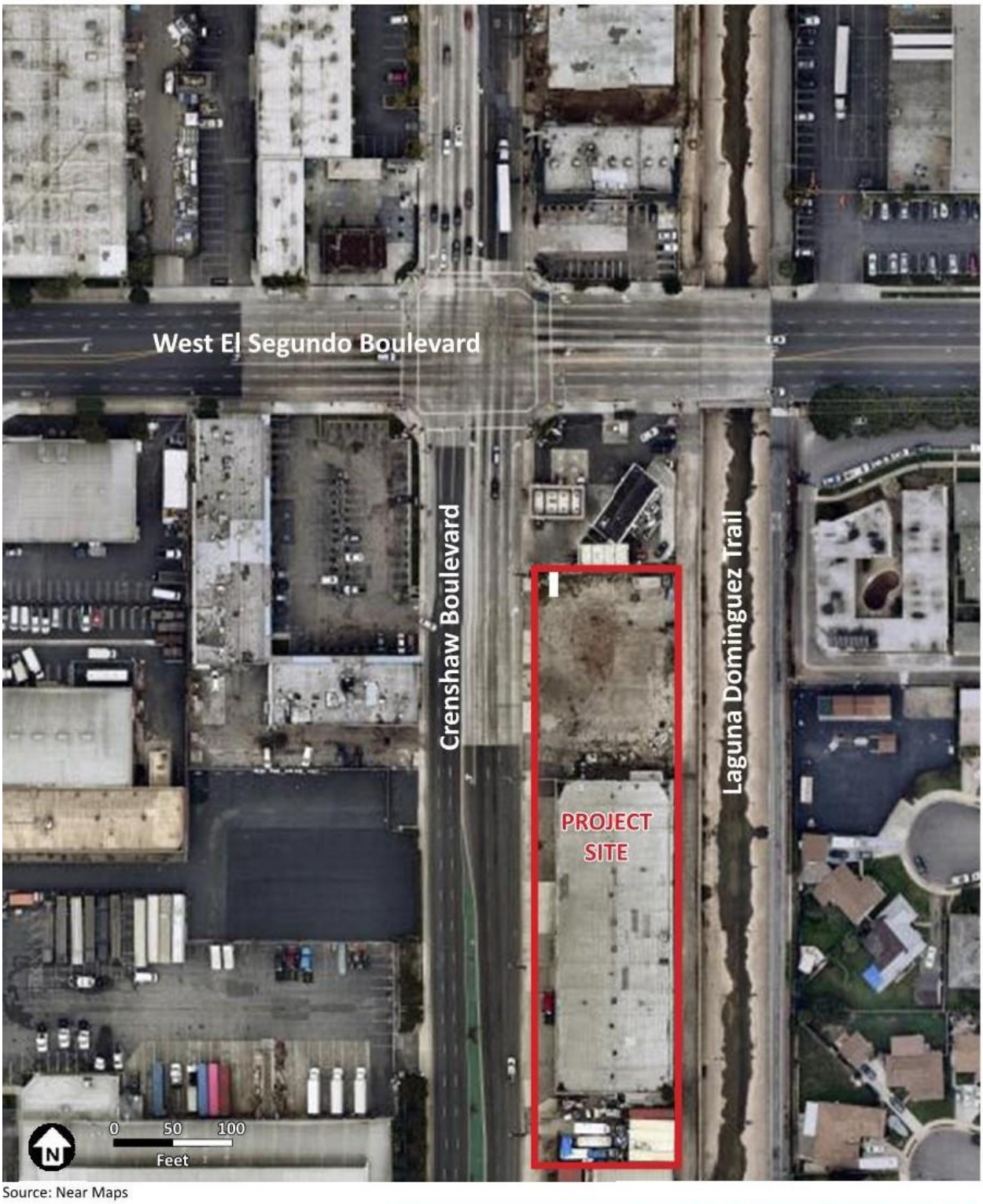

Source: Near Maps

Kimley»Horn

Transit-Oriented Development Specific Plan Project
Environmental Impact Report
Exhibit 2-2
Site Vicinity Map

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2.2.1 On-Site Land Uses

The Project site is part of a larger regional industrial, engineering, commercial, and employment area that generally extends north to south from I-105 to Rosecrans Avenue and east to west from Van Ness Avenue to Prairie Avenue. The Project site is generally bordered by general commercial, logistical, and research and development land uses. The Project site has existed in its current configuration since at least 1958. Uses before 1958 are presently unknown. The Project site is fully developed with one circa 1958, one-story, approximately 24,990-square foot (SF) auto parts warehouse building. Consistent with relevant case law (North County Advocates v. City of Carlsbad (2015)—Cal.App.4th—Case No. D066488), this environmental analysis assumes 100 percent occupancy and includes these vacant use's historical operational information in establishing the environmental baseline for the Project's impact analyses.

2.2.2 Existing General Plan and Zoning

The Gardena General Plan (GGP) designates the Project site as General Commercial, which provides for a wide range of larger-scale commercial uses to serve both the needs of the City and the region.[1] The Zoning Map classifies the Project site as General Commercial Zone (C-3), which is consistent with the GGP. The C-3 Zone is intended for general commercial uses; see Gardena Municipal Code (GMC) Chapter 18:32 - General Commercial Zone (C-3). GMC §18.32.00 identifies the C-3 Zone's permitted uses.

2.2.3 Surrounding Land Uses

The Project site is in the City's northwestern corner in a predominantly industrial and commercial area. Land uses, and corresponding zoning designations, bordering the Project site are depicted on **Exhibit 2-2** and summarized in **Table 2-1: Onsite and Surrounding Land Uses and Zoning**.

[1] City of Gardena. (2006, Updated February 2013). *Gardena General Plan 2006*. Figure LU-2: 2013 General Plan Land Use Policy Map. Gardena, CA: City of Gardena.

TABLE 2-1: ONSITE AND SURROUNDING LAND USES AND ZONING		
Description	**Existing On-the-Ground Land Uses**	**Zoning[1]**
Project Site	Approximately 24,990-SF, circa 1958, auto parts warehouse building.	General Commercial Zone (C-3)
North	A gas station is immediately north, adjacent to the Project site. Properties north of West El Segundo Boulevard are in the City of Hawthorne and are predominantly industrial.	Gardena: General Commercial Zone (C-3) Hawthorne: • Northeast: Trucking Intensive Overlay Zone (150 feet north of Project site) and Green Line Mixed Use Specific Plan (250 feet north of Project site) (which can accommodate up to 305 multi-family residential units and 11,020 SF of supporting commercial) • Northwest: Century Business Center Specific Plan (1,200 feet north of Project site) and the Airport Master Plan (1,800 feet north of Project site)
South	Land uses to the south are primarily commercial and light industrial. Properties south of the Project site are in Gardena, except for a small area of unincorporated Los Angeles County known as Hawthorne Island approximately 700 feet southwest of the Project site.	Gardena: General Commercial Zone (C-3) Hawthorne Island: Two-Family Residence Zone (R-2)
East	Land uses east of Laguna Dominguez Flood Control Channel (Dominguez Channel) and Laguna Dominguez Trail (Dominguez Trail) are residential.	Dominguez Channel and Dominguez Trail: Official Zone (O) East of Dominguez Channel and Dominguez Trail: Low-Density Residential Zone (R-1) and High-Density Multiple-Family Residential Zone (R-4)
West	Land uses to the west are commercial and industrial. Properties west of Crenshaw Boulevard are in the City of Hawthorne.	Hawthorne: General Industrial Zone (M-2) and General Commercial Zone (C-3)

Sources:
1. City of Gardena. (January 2018). *Zoning Map*. Gardena, CA: City of Gardena Planning Division; City of Hawthorne. (April 2019). *Hawthorne, CA Zoning, CA Zoning*; Los Angeles County. (2009). *Z-Net: Find Your Zoning.*
2. ParcelQuest. (March 2020). *Assessor Data*. Retrieved from: https://pqweb.parcelquest.com/#home

2.3 Project Characteristics

2.3.1 Project Overview

The Applicant seeks approval of the GTODSP (SP #1-20) Project. The Project proposes to establish a maximum allowable development within the 1.33-acre GTODSP area of up to 265 dwelling units (DU). The proposed Project components are described below. Because the City does not have any zone which would accommodate this development, the Applicant is proposing the Specific

Plan, which will set the zoning regulations and development standards for this area. In addition to needing a Specific Plan, the Project requires various other approvals; see Section 2.6 below. The approvals are collectively referred to as the "Project."

The GTODSP includes the statutorily required elements, including a land use plan, a circulation plan, a description of existing and proposed utilities and infrastructure, design guidelines, development standards, and administrative provisions. For analysis purposes, it is assumed all existing onsite improvements are currently 100 percent occupied and would be removed and replaced with the proposed residential development. Land Use Plan

The Project would replace the existing auto parts warehouse (approximately 24,990 SF) with an eight-story residential building with up to 265 DUs at a density of 199 DU/acre. The proposed building would have a maximum height of 90 feet, including 5.5 levels of residential development over 2.5 levels of parking; see **Exhibit 2-3: Conceptual Site Plan**.

The Project would also include an approximately 2,500-SF (42' x 60') digital, animating and moving sign on the proposed building's north face, which would be used for offsite commercial advertising, as well as community events. The City would share in a portion of the offsite advertising revenue generated as a community benefit of the Project.

2.3.2 Circulation Plan

The GTODSP includes an infrastructure and access plan for various travel modes including automobiles, transit, bicycles, and pedestrians, as described below.

Improvements

The GTODSP includes vehicular and nonvehicular circulation improvements to the GTODSP area to connect to existing offsite transportation facilities. Specifically, the Project proposes to:

- Replace the existing auto parts warehouse and surface parking lots that include six curb cuts that interrupt the sidewalk with a single right-in/right-out vehicle access point to the proposed residential building.
- Provide pedestrian access to the Project site on the ground floor with primary pedestrian access located at the building lobby on the Project site's northern portion. Additional restricted pedestrian access would also be provided at the Project site's southern portion and via the parking garage.
- Provide secured bicycle storage in the enclosed garage, one bicycle parking space for every two residential units. Adjacent bicycle access between the Project site and the Laguna Dominguez Trail would be provided via West El Segundo Boulevard, just north of the Project site.
- Implement transportation demand management (TDM) strategies to advance the GTODSP's vision for multi-modal transportation. The Project would integrate TDM measures to reduce single-occupant automobile travel and take advantage of the GTODSP's proximity to large employment centers, transit services, and bicycle and pedestrian facilities, as described above.

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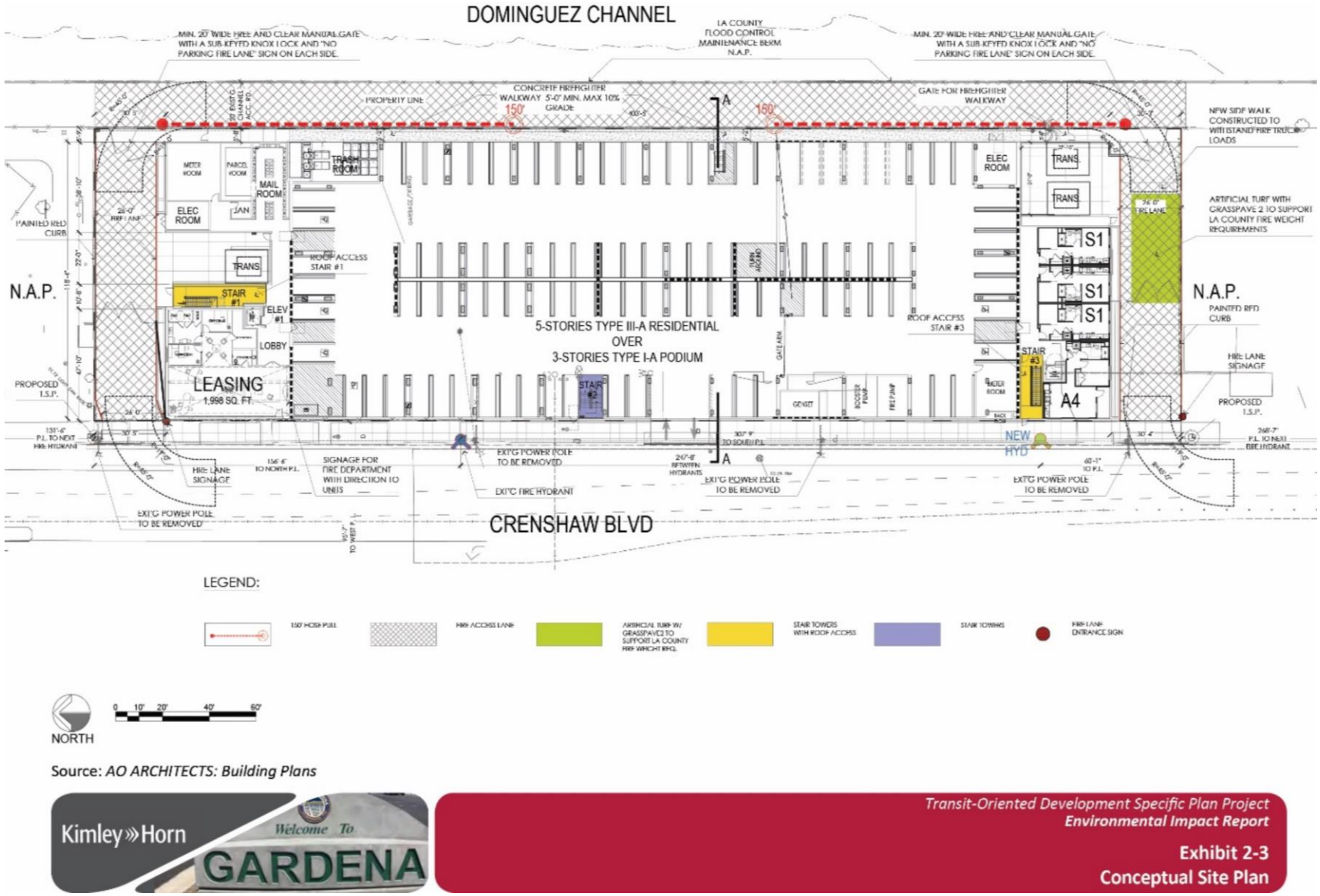

Source: *AO ARCHITECTS: Building Plans*

Transit-Oriented Development Specific Plan Project
Environmental Impact Report

Exhibit 2-3
Conceptual Site Plan

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Parking

Onsite parking would be provided in an enclosed garage in the lower 2.5 floors. The Project would provide a total of 267 parking spaces within the parking garage. Parking spaces would be unbundled from the rental of the residential units to encourage alternate modes of transportation.

2.3.3 Utilities and Infrastructure

The utilities and infrastructure proposed in the GTODSP area are potable and reclaimed water, sewer, stormwater drainage and water treatment, electricity, natural gas, and telecommunications. The GTODSP includes the distribution, location, extent of major components of public and private utilities and infrastructure, and other essential facilities within the GTODSP area that are needed to support the proposed residential development.

2.3.4 Design Guidelines

Land uses within the GTODSP area would be required to conform to the GTODSP development regulations and requirements, which detail permitted uses within the GTODSP, lot area requirements, maximum building height, FAR, DU site, and setbacks. Additional standards are provided for required common open space; vehicle and bicycle parking; passenger loading zones; and on-site accessory structures including walls, fences, and landscaping.

2.3.5 Development Standards

The GTODSP specifies the standards which development in the GTODSP area would be subject to. These standards (which are intended to replace the existing zoning regulations) address various aspects of development, including the following:

- Permitted uses
- Development standards (e.g., lot area, height, setbacks, lot frontage, floor area/floor area ratio, walls/fences, and accessory structures)
- Circulation
- Landscaping
- Public safety (Lighting)
- Signage

Permitted Uses

A project in the GTODSP area would only be occupied by land uses identified in the GTODSP and would be subject to the applicable City approval process. The following uses would be permitted in the GTODSP area:

- Multi-family housing.
- Short-term corporate housing (leases of 30 days or less) within up to 10 percent of the DU at any given time.

- Residential amenities and ancillary uses and any use customarily incidental to a permitted use, including home occupations.
- Digital, animated and moving signage for off-site advertising purposes not to exceed 2,505 SF in size.
- Any other use not specifically listed here determined by the City to be similar to a permitted use.

Any use not listed as a permitted use, and not found to be sufficiently similar to a permitted use by the City, would be prohibited.

2.3.6 Administration

The program of implementation necessary to carry out the land use plan, utilities/infrastructure, and development standards described above is addressed through the GTODSP's administration requirements, which address the GMC, GTODSP modifications, site plan review, GTODSP amendments, and CEQA compliance.

2.4 Project Construction Activities and Phasing

Project construction is anticipated to occur as a single phase. Phased occupancy of the proposed Project is permitted. A Temporary Certificate of Occupancy may be issued pending clearance of certain final Project conditions of approval, subject to City approval. For purposes of this environmental analysis, opening year is assumed to be 2023.

Project construction is anticipated to start June 2021 and be completed September 2023. Project construction would occur in the following sequence:

- Demolition (1.5 months);
- Site preparation (0.5 month);
- Foundations (1.5 months)
- Vertical concrete (6.5 months)
- Wood framing and exterior façade (13 months); and
- Finishes to completion (4 months).

Grading for the proposed improvements would require cut and fill. The Project site would be graded to mimic the existing grading and drainage patterns. The overall site grading and drainage pattern would be westerly towards Crenshaw Boulevard. Project grading is estimated to result in approximately 8,000 cubic yards of export.

2.5 Agreements, Permits, and Approvals

The City, as Lead Agency for the Project, has discretionary authority over the Project. In order to implement the Project, the Applicant would need to obtain, at a minimum, the following discretionary permits/approvals:

- General Plan/General Plan Map Amendment (GPA #1-20): A general plan amendment to: (i) change the land use designation on the General Plan Land Use Map from "General Commercial" to "Gardena TOD Specific Plan" and (ii) amend the Land Use Element text and Land Use Element Table LU-3 to allow the mix of uses and densities specified in the GTODSP;
- Zone Change and Zone Map Amendment (ZC #1-20): A zoning map amendment to: (i) replace the existing General Commercial (C3) zoning with the Gardena Transit Oriented Development Specific Plan zone and (ii) amend the GMC text to add this new zone and to allow for digital signage to be developed in the City when they are an allowed use in the zone and subject to a development agreement with the City which provides a public benefit;
- Zoning Code Amendment (ZCA #3-20);
- Gardena Transit-Oriented Development Specific Plan (GTODSP) (SP #1-20);
- Development Agreement (DA #1-20): The development agreement will guarantee that the Specific Plan's terms will not be amended for a set period of years without the Developer's consent and will guarantee the City a certain amount of income for a set period of time;
- Lot Line Adjustment/Merger (LLA #1-20): A lot merger to merge the Project site's four legal lots into a single development site in accordance with GMC §17.08.250;
- Site Plan Review (SPR #1-20): Review of the physical design of the development; and
- Environmental Assessment (EA #1-20).

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3.0 ENVIRONMENTAL CHECKLIST FORM

3.1 Background

1.	**Project Title:** Gardena Transit-Oriented Development Specific Plan Project
2.	**Lead Agency Name and Address:** City of Gardena Community Development Department 1700 West 162nd Street Gardena, California 90247
3.	**Contact Person and Phone Number:** John F. Signo, AICP, Senior Planner Tel: 310.217.9530 Email: jsigno@cityofgardena.org
4.	**Project Location:** County of Los Angeles, City of Gardena, at 12850 Crenshaw Boulevard
5.	**Project Sponsor's Name and Address:** Josh Vasbinder Din/Cal 4, Inc. 1010 South Coast Highway, Suite 106 Encinitas, California 92024
6.	**General Plan Designation:** General Commercial
7.	**Zoning:** General Commercial Zone (C-3)
8.	**Description of Project:** See **Section 2.4: Project Characteristics**
9.	**Surrounding Land Uses and Setting:** See **Section 2.2.3: Surrounding Land Uses**
10.	**Other public agencies whose approval is required (e.g., permits).** To be determined, as part of EIR completion.
11.	**Have California Native American tribes traditionally and culturally affiliated with the Project area requested consultation pursuant to Public Resources Code §21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?** Consultation with one California Native American tribe (Kizh Nation) was initiated on July 6, 2020; see also **Section 4.18: Tribal Cultural Resources**.

3.2 Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by the proposed Project, involving at least one impact that is a "Potentially Significant Impact," as indicated by the checklist on the following pages.

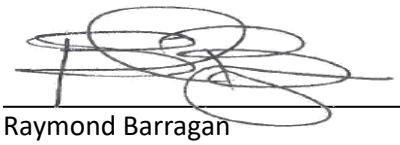
X	Aesthetics		Agricultural and Forestry Resources	X	Air Quality
	Biological Resources	X	Cultural Resources	X	Energy
X	Geology and Soils	X	Greenhouse Gas Emissions	X	Hazards and Hazardous Materials
X	Hydrology and Water Quality	X	Land Use and Planning		Mineral Resources
X	Noise	X	Population and Housing	X	Public Services
X	Recreation	X	Transportation	X	Tribal Cultural Resources
X	Utilities and Service Systems		Wildfire	X	Mandatory Findings of Significance

3.3 Lead Agency Determination

On the basis of this initial evaluation:

I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.	
I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the Project have been made by or agreed to by the Project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.	
I find that the proposed Project MAY have a significant effect on the environment and an ENVIRONMENTAL IMPACT REPORT is required.	X
I find that the proposed Project MAY have a potentially significant or a potentially significant unless mitigated impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.	
I find that although the proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required.	

CITY OF GARDENA



Raymond Barragan
Acting Community Development Director

August 18, 2020
Date

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4.0 EVALUATION OF ENVIRONMENTAL IMPACTS

The following environmental analysis is patterned after State CEQA Guidelines **Appendix G.** An explanation is provided for all responses except "No Impact" responses, which are supported by the cited information sources. The responses consider the whole action involved with the proposed Project: on- and off-site, Project- and cumulative-level, direct and indirect, and short-term construction and long-term operational. The explanation of each issue also identifies the significance criteria or threshold, if any, used to evaluate each question, and the mitigation identified, if any, to avoid or reduce the impact to less than significant. To each question, there are four possible responses:

- **No Impact.** The Project would not have any measurable environmental impact.
- **Less Than Significant Impact.** The Project would have the potential to impact the environment, although this impact would be below-established thresholds that are considered to be significant.
- **Less Than Significant With Mitigation Incorporated.** The Project would have the potential to generate impacts, which may be considered as a significant effect on the environment, although mitigation measures or changes to the Project's physical or operational characteristics could reduce these impacts to a less than significant level.
- **Potentially Significant Impact.** The Project could have impacts, which may be considered significant, and therefore additional analysis is required to identify mitigation. A determination that there is a potential for significant effects indicates the need to more fully analyze the Project's impacts and identify mitigation.

4.1 Aesthetics

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Except as provided in Public Resources Code §21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?				X
b) Substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a State Scenic Highway?				X
c) If in a non-urbanized area, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	X			
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	X			

Public Resources Code section 21099 relates to projects in a Transit Priority Area which is defined as an area within ½ mile of a major transit stop. Section 21099(d) provides that aesthetic and parking impacts of a residential project on an infill site within a transit priority area shall not be considered significant impacts on the environment. The GTODSP area lies within a Transit Priority Area. Based on this, the only part of the Project that is evaluated under the aesthetics section is the digital billboard being proposed on the north side of the building.

IMPACT ANALYSIS

4.1a Would the project have a substantial adverse effect on a scenic vista?

No Impact. Under CEQA, a scenic vista is defined as a viewpoint that provides expansive views of a highly-valued landscape for the public's benefit. No such conditions exist on or near the Project site. Additionally, the GGP does not specifically address scenic vistas. Therefore, the Project would not have an adverse effect on a scenic vista. This issue will not be further analyzed in the EIR.

4.1b Would the project substantially damage scenic resources, including but not limited to trees, rock outcroppings, and historic buildings within a State Scenic Highway?

No Impact. The area surrounding the Project site is predominately developed, with no natural landforms or scenic features present. There are no State- or County-designated scenic highways

in the Project site vicinity.[2] Therefore, the Project would not damage scenic resources within a state scenic highway. This issue will not be further analyzed in the EIR.

4.1c If in a non-urbanized area, would the project substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Potentially Significant Impact. The Project site is in urbanized area. The Project site is fully developed with an approximately 24,990-SF, circa 1958 auto parts warehouse building. The Project site is in the City's northwestern portion, in a predominantly commercial and industrial area, although residential uses exist to the east. The Project site is bounded by commercial and industrial uses to the north, commercial uses to the south, residential uses to the east, and commercial and industrial uses to the west. Uses to the north, across El Segundo Boulevard, and to the west, across Crenshaw Boulevard, are within the city of Hawthorne. The Project proposes to remove all existing on-site improvements, and construct a single building of up to 265 DU. The maximum proposed building height would be eight stories or 90 feet (to top of elevator tower). Non-habitable projections (e.g., architectural features, mechanical equipment, and stairwells) may extend up to 10 feet above the maximum building height to 100 feet.

The on-site and abutting/surrounding zoning and the Gardena Municipal Code (GMC) and Hawthorne Municipal Code (HMC) regulations pertaining to each zone are detailed in **Table 2-1: Onsite and Surrounding Land Uses and Zoning**.

The regulations specified in **Table 2-1** do not include standards governing scenic quality. Additionally, the GMC does not include other regulations governing scenic quality. However, the Project proposes a digital billboard that would require a Municipal Code amendment given it is City policy to completely prohibit the construction, erection, or use of any billboards. Therefore, the Project could conflict with applicable zoning or other regulations governing scenic quality. This issue will be further analyzed in the EIR. It is noted, except concerning the digital billboard, the Project would not require an analysis of potential impacts concerning scenic quality.

4.1d Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Potentially Significant Impact. The proposed Project would generate lighting from three primary sources: lighting from building interiors that would pass through windows; lighting from exterior sources (e.g., street lighting, parking lot lighting, building illumination, security lighting, and landscape lighting); and lighting from the proposed digital billboard. Therefore, the EIR will further evaluate the Project's potential to create a new source of substantial light or glare, which would adversely affect the area's day or nighttime views. It is noted, except concerning the digital billboard, the Project would not require an analysis of potential impacts concerning light and glare.

[2] California Department of Transportation. (2017). *California Scenic Highway.* Retrieved from https://www.arcgis.com/home/item.html?id=f0259b1ad0fe4093a5604c9b838a486a.

4.2 Agricultural and Forestry Resources

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?				X
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code §12220(g)), timberland (as defined by Public Resources Code §4526), or timberland zoned Timberland Production (as defined by Government Code §51104(g))?				X
d) Result in the loss of forest land or conversion of forest land to non-forest use?				X
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				X

IMPACT ANALYSIS

4.2a Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

4.2b Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

4.2c Would the project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code §12220(g)), timberland (as defined by Public Resources Code §4526), or timberland zoned Timberland Production (as defined by Government Code §51104(g))?

4.2d Would the project result in the loss of forest land or conversion of forest land to non-forest use?

4.2e Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

No Impact. No Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance is mapped in Gardena or Hawthorne.[3] Further, the Project site is not the subject of a Williamson Act Contract.[4] The Project site is zoned C-3.[5] No agricultural, forest land, or timberland zoning exists in Gardena or Hawthorne. Two parcels zoned Horticulture are 0.5 mile west of the Project site, however, the Project would not convert these parcels to a non-agricultural use directly or indirectly since the parcels are already used as an elementary school (Kornblum School). Therefore, the Project would result in no impact concerning mapped farmlands, Williamson Act contracts, or agricultural, forest, or timber land zoning.

The Project site is fully developed with an approximately 24,990-SF auto parts warehouse. No farmland, forest land, or timberland exist in the City. Therefore, the Project would not result in the conversion or loss of Farmland, forest land or timberland. These issues will not be further analyzed in the EIR.

[3] California Department of Conservation. (2016). *California Important Farmland Finder.* Retrieved from https://maps.conservation.ca.gov/dlrp/ciff/.

[4] California Department of Conservation. (2016). *Williamson Act/Land Conservation Act.* http://www.conservation.ca.gov/dlrp/lca.

[5] City of Gardena. (January 2018). *Zoning Map*. Gardena, CA: City of Gardena Planning Division.

4.3 Air Quality

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	X			
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard?	X			
c) Expose sensitive receptors to substantial pollutant concentrations?	X			
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	X			

The Project site is within the South Coast Air Basin (SCAB), which is under the South Coast Air Quality Management District's (South Coast AQMD) jurisdiction. The South Coast AQMD significance criteria may be relied upon to make the above determinations. According to the South Coast AQMD, an air quality impact is considered significant if a proposed project would violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. The South Coast AQMD has established thresholds of significance for air quality during project construction and operations.

The proposed Project would also be subject to ambient air quality standards. These are addressed through an analysis of localized CO impacts.

In addition to the CO hotspot analysis, the South Coast AQMD developed Local Significance Thresholds ("LSTs") for emissions of NO_2, CO, PM_{10}, and $PM_{2.5}$ generated at new development sites. LST analysis for construction is applicable for all projects that disturb 5.0 acres or less on a single day.

IMPACT ANALYSIS

4.3a Would the project conflict with or obstruct implementation of the applicable air quality plan?

4.3b Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or state ambient air quality standard?

4.3c Would the project expose sensitive receptors to substantial pollutant concentrations?

4.3d Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

Potentially Significant Impact. The South Coast AQMD is required, pursuant to the Federal Clean Air Act (FCAA), to reduce criteria pollutant emissions for which SCAB is in non-attainment. The Project proposes to construct up to 265 DUs on the Project site, generating construction traffic for material and construction worker trips. During operations, DUs would generate vehicle trips and the Project would have intermittent deliveries. Project construction activities would generate short-term criteria air pollutant emissions. The Project's operational emissions would be associated with area sources, energy sources, and mobile sources. Project construction and operations could result in the release of air contaminants and other adverse impacts, including odors. Therefore, the EIR will further evaluate these potential impacts.

4.4 Biological Resources

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			X	
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X

IMPACT ANALYSIS

4.4a Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

4.4b Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

4.4c Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. The Project site is fully developed with an approximately 24,990-SF auto parts warehouse. No natural habitats are present onsite. The Project site is bounded by commercial and industrial uses to the north, commercial uses to the south, residential uses to the east, and commercial and industrial uses to the west. No natural habitats are present on these areas abutting uses, and only landscaping (i.e., ornamental vegetation) is present. Based on review of the existing and abutting site conditions, no candidate, sensitive, or special-status plant or wildlife species, riparian habitat or other sensitive natural community, or wetlands are present on or adjacent to the Project site. Therefore, the Project would not have an adverse effect on any candidate, sensitive, or special-status plant or wildlife species, riparian habitat or other sensitive natural community, or wetlands. These issues will not be further analyzed in the EIR.

4.4d Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Less Than Significant Impact. Corridors are linear linkages between two or more habitat patches, which provide for wildlife movement and dispersal. The Project site is fully developed and no natural habitats are present on site. The Project site is also bounded by commercial, industrial, and residential uses. No natural habitats are present on these abutting areas, and only landscaping (i.e., ornamental vegetation) is present. The Dominguez Channel is located immediately east of the Project site.

There are no established wildlife movement corridors that traverse the Project site or within this segment of the Dominguez Channel, as described within the Los Angeles County General Plan.[6] This drainage is concrete-lined, thus, its habitat values in this urban area are low. Although the Channel does not necessarily include habitat capable of supporting all requirements of a species, it could be used for wildlife movement. However, because Project construction activities would occur entirely onsite and would be restricted to daytime hours, in accordance with the GMC, the Project's potential impacts concerning interference with an established wildlife movement would be less than significant. This issue will not be further analyzed in the EIR.

4.4e Would the project conflict with local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. GMC §13.60.080: Permit, requires a Trimming Permit, Tree Removal Permit, and/or a Tree Planting Permit for cutting, trimming, pruning, planting, removing, injuring or interfering with any tree, shrub or plant upon any Street or Public Place of the City. The proposed Project would be developed on private property and no tree trimming or tree removal within any of the City's Streets or Public Places would occur as a result of Project construction. Therefore, the

[6] Environmental Sciences Associates, *LA County Flood Control District Enhanced Watershed Management Programs Draft Program Environmental Impact Report*, January 2015.

Project would not conflict with GMC §13.60.080. This issue will not be further analyzed in the EIR.

4.4f Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The Project site is not located within the boundaries of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Therefore, the Project would not result in conflicts with such plans. No impact would occur in this regard. This issue will not be further analyzed in the EIR.

4.5 Cultural Resources

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	X			
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	X			
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	X			

IMPACT ANALYSIS

4.5a Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?

4.5b Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

4.5c Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

Potentially Significant Impact. The existing onsite building was constructed circa 1958.[7] The existing building is over 50 years old and therefore is potentially a historical resource. Past development has previously disturbed the Project site; thus, the Project site is considered to have low archaeological sensitivity. No dedicated cemeteries are on or near the Project site. The Project site is not near known archaeological resources. Given the extent of onsite ground disturbances from previous development and the area's urbanized nature, there is low potential for the Project's ground-disturbing activities to encounter archaeological resources or human remains. Notwithstanding, the potential exists for accidental discovery of archaeological resources or human remains during ground-disturbing activities. The EIR will further evaluate these potential impacts.

[7] ParcelQuest. 2020. *Assessor Data*. Retrieved from: https://pqweb.parcelquest.com/#home

4.6 Energy

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	X			
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	X			

Building energy efficiency standards for new residential and non-residential buildings were adopted by the California Energy Resources Conservation and Development Commission (now the California Energy Commission (CEC)) in June 1977 and are updated every three years (CCR Title 24, Part 6). CCR Title 24, Part 6 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. On May 9, 2018, the CEC adopted the 2019 Building Energy Efficiency Standards (2019 Standards), which went into effect on January 1, 2020.

CALGreen is a statewide mandatory construction code that was developed and adopted by the California Building Standards Commission and the California Department of Housing and Community Development. CALGreen standards require new residential and commercial buildings to comply with mandatory measures under five topical areas: planning and design; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; and environmental quality. CALGreen also provides voluntary measures (CALGreen Tier 1 and Tier 2) that local governments may adopt which encourage or require additional measures in the five topical areas.

IMPACT ANALYSIS

4.6a Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

4.6b Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Potentially Significant Impact. Southern California Edison (SCE) provides electricity to the Project area. Southern California Gas Company (SoCalGas) provides natural gas service to the Project area. During Project construction, transportation fuel use would depend on the type and number of trips, vehicle miles traveled (VMT), fuel efficiency of vehicles, and travel mode. During Project

operations, residential energy consumption of fuel would be associated with resident and guest vehicle trips, delivery truck trips, and maintenance and repair crew trips.

The Project's energy demand is expected to be served by existing utility facilities described above. The Project's construction-related and operation-related electrical, gas, and fuel demand, as well as consistency with state and local plans for renewable energy and energy efficiency, will be evaluated in the EIR.

4.7 Geology and Soils

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				X
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?				X
b) Result in substantial soil erosion or the loss of topsoil?			X	
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?			X	
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	X			

IMPACT ANALYSIS

4.7ai Would the project directly or indirectly cause potential substantial adverse effects, including the risks of loss, or death involving the rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

No Impact. The Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazard of surface faulting to structures for human occupancy. The Act's main purpose is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. The Act requires the State Geologist to establish regulatory zones, known as "Alquist-Priolo (AP) Earthquake Fault Zones," around the surface traces of active faults and to issue appropriate maps. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault (typically 50 feet). The Project site is not located within an Alquist-Priolo Earthquake Fault Zone.[8] Additionally, no evidence exists of a known fault within or adjacent to the Project site. The Project would not expose people or structures to adverse effects involving rupture of a known earthquake fault. Therefore, no impact would occur in this regard. This issue will not be further analyzed in the EIR.

4.7aii Would the project directly or indirectly cause potential substantial adverse effects, including the risks of loss, or death involving strong seismic ground shaking?

Less Than Significant Impact. The City is located between several active fault zones including the Newport-Inglewood-Rose Canyon Fault Zone, Puente Hills (LA), and Palos Verdes Fault.[9] The zoned fault nearest the Project site is the Newport-Inglewood Fault Zone, located approximately 1.65 miles to the east. The Project site is in an area of high regional seismicity. Ground shaking originating from earthquakes along active faults in the region is expected to induce lower horizontal accelerations due to smaller anticipated earthquakes and/or greater distances to other faults. The region has experienced shaking from several earthquakes recorded back to 1812. The nearest large historic earthquake is the 1941 Torrance-Gardena Earthquake, with an epicenter approximately 4.7 miles southeast of the Project site.[10] Historic earthquakes with magnitudes of greater than or equal to 6.0 and have been epicentered within approximately 32 miles of the Project site.

The faults described above could cause moderate to intense ground shaking during the Project's lifetime. Additionally, the Project site has experienced earthquake-induced ground shaking in the past and can be expected to experience further shaking in the future. Therefore, Project implementation could expose people and structures to potential adverse effects involving strong seismic ground shaking. The intensity of ground shaking on the Project site would depend upon

[8] California Department of Conservation. (2015). Earthquake Zones Required Investigation Inglewood Quadrangle. Retrieved from http://gmw.consrv.ca.gov/SHP/EZRIM/Maps/INGLEWOOD_EZRIM.pdf

[9] California Department of Conservation. (2015). CGS Information Warehouse: Regulatory Maps. Retrieved from http://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps

[10] Southern California Earthquake Data Center. (2019). Significant Earthquakes and Faults. Retrieved from https://scedc.caltech.edu/significant/index.html

the earthquake's magnitude, distance to the epicenter, and geology of the area between the Project site and epicenter. Regulatory controls to address potential seismic hazards would be imposed on the Project through the permitting process. Pursuant to GMC Chapter 15.04: General Building Provisions, the City has adopted the 2019 California Building Standards Code (CBSC), subject to certain amendments and changes, including those that address seismic resistance. CBSC design standards correspond to the level of seismic risk in a given location and are intended primarily to protect public safety and secondly to minimize property damage. The Project would be subject to compliance with all applicable regulations in the most recently published CBSC (as amended by GMC Chapter 15.04), which specifies design requirements to mitigate the effects of potential earthquake hazards. Moreover, the *Geotechnical Engineering Investigation Proposed Residential Complex* (Geotechnical Investigation) (Geotechnologies, Inc., Revised May 22, 2020) evaluate various geologic and seismic hazards based on site-specific parameters, including strong seismic ground shaking shrinkage, and subsidence). The Geotechnical Investigation *Conclusions and Recommendations* section makes recommendations concerning seismic design parameters, foundations, slabs, and general earthwork and grading, among other factors. The Geotechnical Investigation concludes Project construction is feasible from a geotechnical standpoint provided the Investigation's recommendations are followed and implemented during construction. A COA will be imposed on the Project requiring that the Applicant submit the Final Geotechnical Investigation for City review/approval and comply with its recommendations and any revisions deemed necessary by the City's Building Official. The Gardena Building Services Division would review construction plans to verify compliance with standard engineering practices, the GMC/CBSC, and the Geotechnical Investigation's recommendations. Following compliance with standard engineering practices, the established regulatory framework (i.e., GMC and CBSC), and the Geotechnical Investigation's recommendations, the Project's potential impacts concerning exposure of people or structures to potential adverse effects involving strong seismic ground shaking would be less than significant. This issue will not be further analyzed in the EIR.

4.7aiii Would the project directly or indirectly cause potential substantial adverse effects, including the risks of loss, or death involving seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction is a phenomenon where earthquake-induced ground vibrations increase the pore pressure in saturated, granular soils until it is equal to the confining, overburden pressure. When this occurs, the soil can completely lose its shear strength and enter a liquefied state. For liquefaction to occur, three criteria must be met: underlying loose, coarse-grained (sandy) soils, a groundwater depth of approximately 25 feet, and a potential for seismic shaking from nearby large-magnitude earthquakes. Liquefaction-related effects include loss of bearing strength, amplified ground oscillations, lateral spreading, and flow failures.

The Seismic Hazards Maps of the Inglewood Quadrangle by the State of California (CDMG, 1999), does not classify the Project site as part of the potentially "Liquefiable" area. This determination is based on groundwater depth records, soil type, and distance to a fault capable of producing a substantial earthquake.

As part of the Geotechnical Investigation, a site-specific liquefaction analysis was performed following the *Recommended Procedures for Implementation of the California Geologic Survey Special Publication 117A, Guidelines for Analyzing and Mitigating Seismic Hazards in California*, and the EERI Monograph by Idriss and Boulanger. The liquefaction analysis indicated that the underlying soils would not be capable of liquefaction during the Maximum Considered Earthquake ground motion, as set forth by ASCE 7-16 Standards and the most recent California Building Code. Therefore, the Project's potential impacts concerning exposure of people or structures to potential adverse effects involving liquefaction would be less than significant. Further, as discussed in Response 4.7aii, the Gardena Building Services Division would review construction plans to verify compliance with standard engineering practices, the GMC/CBSC and the Geotechnical Investigation's recommendations. Following compliance with standard engineering practices, the established regulatory framework (i.e., GMC and CBSC), and the Geotechnical Investigation's recommendations, the Project's potential impacts involving adverse effects associated with seismic-related ground failure, including liquefaction, would be less than significant. This issue will not be further analyzed in the EIR.

4.7aiv Would the project directly or indirectly cause potential substantial adverse effects, including the risks of loss, or death involving landslides?

No Impact. Landslides are mass movements of the ground that include rock falls, relatively shallow slumping and sliding of soil, and deeper rotational or transitional movement of soil or rock. According to the California Geological Survey's Earthquake Zones of Required Investigation Inglewood Quadrangle Map, the Project site does not lie in a landslide hazard zone.[11] Since the site is relatively flat and not within a landslide hazard zone, no potential for earthquake-induced land sliding would occur. Therefore, the Project would not directly or indirectly cause potential adverse effects involving landslides. No impact would occur in this regard. This issue will not be further analyzed in the EIR.

4.7b Would the project result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. The Project site is relatively flat, and its geology is composed of fill materials and native alluvial soils. Fill materials were encountered in all exploratory excavations, to depths ranging between 2½ and 3 feet below the existing site grade. The fill consists of silty to clayey sand, sandy clay, and sandy silt, which are brown to dark brown in color, moist, medium dense and firm to stiff, fine to medium-grained, with variable amounts of gravel and construction debris fragments. The fill is underlain by native alluvial soils, consisting of sandy to clayey silts, sandy to silty clays, and silty to clayey sands and sands. The native alluvial soils range from light brown to dark brown and olive-brown to grayish dark brown in color, slightly moist to wet, medium dense to very dense, stiff to very stiff, and fine to medium-grained, with variable amounts of gravel.

Grading and earthwork activities during construction would expose soils to potential short-term erosion by wind and water. During construction, the Project would be subject to compliance with GMC §8.70.110.B.1: Development Construction, erosion and siltation control measures and the

[11] Ibid.

National Pollutant Discharge Elimination System (NPDES) General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, and all subsequent amendments) (Construction General Permit); see Response 4.9a, which specifies that no Grading Permit shall be issued to construction projects that disturb 1.0 or more acres of soil without obtaining a *General Construction Activity Stormwater Permit* (GCASWP) from the State Water Resources Control Board. Following compliance with the established regulatory framework (i.e., the GMC and Construction General Permit), the Project's potential impacts concerning soil erosion and loss of topsoil would be less than significant. This issue will not be further analyzed in the EIR.

4.7c Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

4.7d Would the project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

Less Than Significant Impact. The Project site would not be subject to seismically-induced liquefaction or lateral spreading (see Response 4.7aiii) or landslides (see Response 4.7aiv). The Geotechnical Investigation did not identify any potential for subsidence or collapse, and concluded that the calculated settlements are expected to be within the tolerance of structures designed based on modern building codes. The Geotechnical Investigation also concluded onsite geologic materials are in the very low to low expansion range. The Expansion Index was found to be 10 and 28 for representative remolded bulk samples. The Geotechnical Investigation includes recommended reinforcing as detailed in the *Foundation Design* and *Slabs-On-Grade* sections. As discussed in Response 4.7aii, the Geotechnical Investigation makes recommendations concerning design parameters, foundations, slabs, and general earthwork and grading, among other factors. The Gardena Building Services Division would review construction plans to verify compliance with standard engineering practices, the GMC/CBSC, and the Geotechnical Investigation's recommendations, including those concerning expansive soils. Following compliance with standard engineering practices, the established regulatory framework (i.e., GMC and CBSC), and the Geotechnical Investigation's recommendations, the Project would not create substantial direct or indirect risks to life or property concerning expansive soils. Therefore, impacts would be less than significant in this regard. These issues will not be further analyzed in the EIR.

4.7e Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. Sewers would be available for disposal of Project-generated wastewater; see Responses 4.19aii and 4.19aiii. The Project would not utilize septic tanks or alternative wastewater disposal systems. Therefore, no impact would occur in this regard. This issue will not be further analyzed in the EIR.

4.7f Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Potentially Significant Impact. Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. These resources are valued for the information they yield about the earth's history and its past ecological settings. The potential for fossil occurrence depends on the rock type exposed at the surface in a given area. Previous construction-related excavation on the Project site has disturbed sediments beyond depths at which buried prehistoric cultural resources are likely. Notwithstanding, the potential exists for accidental discovery of paleontological resources during ground-disturbing activities. The EIR will further evaluate these potential impacts.

4.8 Greenhouse Gas Emissions

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	X			
b) Conflict with applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	X			

Gardena and the South Bay Cities Council of Governments have prepared an Energy Efficiency Climate Action Plan (EECAP) (2015) to guide the City toward a more sustainable future. The EECAP's goal is to reduce the City's GHG emissions. The City's EECAP serves as a guide for action by setting GHG emission reduction goals and establishing strategies and policy to achieve desired outcomes over the next 20 years. The EECAP outlines various municipal measures that encourage reductions in the following categories: land use and transportation, energy efficiency, solid waste, urban greening, and energy generation and storage. The City's EECAP maintains the reduction targets established in the EECAP.

IMPACT ANALYSIS

4.8a Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Potentially Significant Impact. The proposed Project would generate greenhouse gas (GHG) emissions directly from construction-related activities. Construction GHG emissions are typically summed and amortized over the Project's lifetime (assumed to be 30 years), then added to the operational emissions.[12] The EIR will further evaluate the Project's amortized emissions.

Operational or long-term emissions would occur over the proposed Project's life. The Project's operational GHG emissions would result from direct emissions such as Project-generated vehicular traffic, on-site combustion of natural gas, and operation of any landscaping equipment. Operational GHG emissions would also result from indirect sources, such as off-site generation of electrical power, the energy required to convey water to the Project site and wastewater from the Project site, the emissions associated with solid waste generated from the Project site, and any fugitive refrigerants from air conditioning or refrigerators. The EIR will further evaluate the Project's operational emissions.

[12] The Project lifetime is based on South Coast AQMD's standard 30-year assumption (South Coast Air Quality Management District, Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #13, August 26, 2009).

4.8b Would the project conflict with applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Potentially Significant Impact. The EIR will further evaluate the proposed Project's consistency with EECAP goals, measures, and emission reduction targets and potential to conflict with any applicable plan, policy, or regulation of an agency adopted to reduce GHG emissions, including Title 24, AB 32, and SB 32.

4.9 Hazards and Hazardous Materials

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	X			
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	X			
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	X			
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?	X			
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	X			
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	X			
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?				X

IMPACT ANALYSIS

4.9a Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Potentially Significant Impact. Project construction and operation would involve the transport, storage, use and/or disposal of limited quantities of hazardous materials, such as fuels, solvents, degreasers and paints. Examples of such activities include fueling and servicing construction equipment, and applying paints and other coatings. The Project proposes a residential development. The maintenance materials would be stored, handled, and disposed of in accordance with applicable regulations. These are not anticipated to involve the routine

transport, use, or disposal of quantities of hazardous materials that may create a significant hazard to the public or environment.

The EIR will further evaluate the Project's potential to create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

4.9b Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Potentially Significant Impact. Project construction would include demolition of all structures and complete over-excavation and re-compaction of soils, which could be contaminated. The EIR will further evaluate the Project's potential to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.

4.9c Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Potentially Significant Impact. The Project could involve the use of small quantities of potentially hazardous materials near schools such as fuels, solvents, degreasers and paints during construction, and small amounts of commercially available janitorial and landscaping supplies during operation.

4.9d Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Potentially Significant Impact. Government Code §65962.5 refers to the Hazardous Waste and Substances Site List, commonly known as the Cortese List, maintained by the DTSC. The Cortese list contains hazardous waste and substance sites including public drinking water wells with detectable levels of contamination, sites with known underground storage tanks (USTs) having a reportable release, solid waste disposal facilities from which there is a known migration, hazardous substance sites selected for remedial action, historic Cortese sites, and sites with known toxic material identified through the abandoned site assessment program. A regulatory agency database search will be conducted as part of the EIR to determine whether the Project would be located on a site, which is included on a list of hazardous materials sites.

4.9e For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

Potentially Significant Impact. The airport located nearest the Project site is Hawthorne Municipal Airport/Jack Northrop Field ("Airport"), approximately 0.45 mile to the north. The EIR will further evaluate whether the Project is within an airport land use plan and its potential to result in a safety hazard or excessive noise for people residing or working in the Project area.

4.9f Would the project impair implementation of or physically interfere with an emergency response plan or emergency evacuation plan?

Potentially Significant Impact. The Project Site is located in an area where adequate circulation and access is provided to facilitate emergency response. The EIR will research the nearest emergency route to the Project Site. Notwithstanding, the Project could interfere with an emergency response plan or emergency evacuation plan. Therefore, the EIR will further evaluate these potential impacts.

4.9g Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

No Impact. The Project site is in a fully urbanized area and it is not adjacent to any wildland. Therefore, the Project would not expose people or structures to a risk involving wildland fires. No impact would occur in this regard. This issue will not be further analyzed in the EIR.

4.10 Hydrology and Water Quality

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?	X			
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the projects may impede sustainable groundwater management of the basin?	X			
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(i) Result in substantial erosion or siltation on- or off-site.	X			
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	X			
(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	X			
iv) Impede or redirect flood flows?	X			
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?			X	
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?			X	

IMPACT ANALYSIS

4.10a Would the project violate water quality or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Potentially Significant Impact. The Project's construction-related activities would include excavation, grading, and trenching, which would displace soils and temporarily increase the potential for soils to be subject to wind and water erosion. The potential for the Project's construction-related activities to violate water quality standards or otherwise substantially degrade surface or groundwater quality will be further evaluated in the EIR.

The EIR will further evaluate the potential for Project operations to violate water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.

4.10b Would the project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

Potentially Significant Impact. The Project site is in Golden State Water Company's (GSWC's) service area, and specifically, within the Southwest System service area, which serves Gardena, seven other cities, and portions of unincorporated Los Angeles County. Water supply sources for the Southwest System are imported water, GSWC operated groundwater wells, and recycled water. Refer to Response 4.10e concerning sustainable groundwater management.

Basin recharge occurs through percolation of precipitation and artificial recharge activities at spreading grounds, among other sources. The Project site was previously developed. However, the Project could increase the site's impervious area, as compared to pre-Project conditions, which could reduce the surface area available for groundwater recharge through percolation. The EIR will further evaluate the Project's potential to deplete groundwater supplies or interfere substantially with groundwater recharge.

4.10c Would the project substantially alter the existing drainage pattern of the site or area, including through the alterations of the course of stream or river or through the addition of impervious surfaces, in a manner which would:

(i) Result in substantial erosion or siltation on- or off-site?

(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

(iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

(iv) Impede or redirect flood flows?

Potentially Significant Impact. As part of the EIR, a Hydrology Study will be prepared to determine the amount of stormwater runoff generated from the Project site in the existing and proposed conditions. The Hydrology Study will also determine the drainage (e.g., detention basins) and water quality facilities that would be required for peak storm events.

The EIR will further study the Project's potential to alter the site's existing drainage pattern or add impervious surfaces, such that it would substantially increase the rate or amount of surface runoff in a manner which would result in flooding, create/contribute runoff, which would exceed the capacity of existing drainage system, or impede/redirect flood flows. Refer to Response 4.10a concerning potential impacts involving erosion.

4.10d In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Less Than Significant Impact. The Project site is in an area of minimal flood hazard.[13] Tsunamis are sea waves that are generated in response to large-magnitude earthquakes. When these waves reach shorelines, they sometimes produce coastal flooding. Seiches are the oscillation of large bodies of standing water, such as lakes, that can occur in response to ground shaking. The Project site is approximately eight miles east of the Pacific Ocean and there are no nearby bodies of standing water. Tsunamis and seiches do not pose hazards due to the Project site's inland location and lack of nearby bodies of standing water. The Project proposes a residential development that would involve the use of materials associated with routine property maintenance, such as janitorial supplies for cleaning purposes and/or herbicides and pesticides for landscaping. The Project is not within a flood hazard, tsunami, or seiche zone and would not risk the release of pollutants. Therefore, potential impacts associated with inundation by flood hazard, tsunami, or seiche would be less than significant. This issue will not be further analyzed in the EIR.

4.10e Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Less Than Significant Impact. The Southwest System is supplied by two active, GSWC-owned wells in the Central Basin, and 12 active, GSWC-owned wells in the West Coast Basin. GSWC monitors well capacity, status, and water quality.

In 2014, the California Sustainable Groundwater Management Act (SGMA) was passed, which provides authority for agencies to develop and implement groundwater sustainability plans (GSP) or alternative plans that demonstrate water basins are being managed sustainably.[14] Under the SGMA, the Central Basin and West Coast Basin are exempted from the requirement to form a Groundwater Sustainability Agency, since they are adjudicated basins.

The Central Basin adjudication limit (total of the allowed pumping allocations (APA) of each party) for groundwater extraction across the entire basin is 217,467 AFY. GSWC maintains an APA of 16,439 AFY. GSWC's APA is shared between all their systems that extract groundwater from the Central Basin. Three agencies, Los Angeles County Department of Public Works (LACDPW), Water Replenishment District of Southern California (WRDSC), and CBMWD, work with the water producers to ensure that the APA is available to the Central Basin's pumpers.

The West Coast Basin adjudication limit for groundwater extraction across the entire basin is 64,468 AFY. GSWC maintains legal rights to 7,502 AFY. Three agencies, LACDPW, WRDSC, and WBMWD, collaborate with the groundwater producers such as GSWC to ensure that the APA is available to be pumped from West Coast Basin wells.

[13] Federal Emergency Management Agency. (April 2019). *FEMA Flood Map Service Center.* Retrieved from https://msc.fema.gov/portal/search?AddressQuery=1515%20W%20178th%20St%2C%20Gardena%2C%20CA%2090248#searchresultsanchor

[14] State Water Resources Control Board. Sustainable Groundwater Management Act (SGMA). (April 2019). Retrieved from https://www.waterboards.ca.gov/water_issues/programs/gmp/sgma.html.

GSWC currently operates 12 active wells in the Southwest System, 10 of which are in the West Coast Basin, and the remaining two are in the Central Basin. The Southwest System has a total normal year active well capacity of 10,865 gallons per minute (gpm) (17,525 AFY), of which 8,715 gpm (14,057 AFY) is in the West Coast Basin, and 2,150 gpm (3,468 AFY) is in the Central Basin.

Groundwater levels are managed within a safe basin operating range to protect the LA Basin's long-term sustainability and to protect against land subsidence. The Southwest System is supplied by two active, GSWC-owned wells in the Central Basin and 12 active, GSWC-owned wells in the West Coast Basin. The Central Basin's groundwater storage capacity is approximately 13.8 million AF. The storage capacity of the West Coast Basin's primary water producing aquifer, the Silverado aquifer, is estimated to be 6.5 million AF.

SGMA requires governments and water agencies of high and medium priority basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. Under SGMA, these basins should reach sustainability within 20 years of implementing their sustainability plans. For critically over-drafted basins, that will be 2040. For the remaining high and medium priority basins, 2042 is the deadline. The latest basin prioritization project, SGMA 2019 Basin Prioritization, was completed in December 2019. SGMA 2019 Basin Prioritization identified 94 basins/sub-basins as medium or high priority. The Project site is located in a low priority basin.[15] Additionally, the Southwest System's water use in 2015 (most recent UWMP) was 87 GPCD, well below the SBX7-7 2020 target of 121 GPCD. Further, the City would continue to comply with SBx7-7 requirements. Therefore, the Project would not conflict with or obstruct implementation of a sustainable groundwater management plan. Impacts would be less than significant in this regard. This issue will not be further analyzed in the EIR.

[15] California Department of Water Resources. (2020). *Basin Prioritization Dashboard*. Retrieved from: https://gis.water.ca.gov/app/bp-dashboard/final/.

4.11 Land Use Planning

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Physically divide an established community?				X
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	X			

IMPACT ANALYSIS

4.11a Would the project physically divide an established community?

No Impact. Examples of projects that could physically divide an established community include a new freeway or highway that traverse an established neighborhood. The Project proposes a TOD development consisting of up to 265 DUs. The Project replaces the existing industrial use and does not propose any new streets or other physical barriers, which could physically divide an established community. Given its nature and scope, the Project would not physically divide an established community. Therefore, no impact would occur in this regard. This issue will not be further analyzed in the EIR.

4.11b Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Potentially Significant Impact. GGP Figure LU-2, *Land Use Policy Map*, depicts the City's land use designations and indicates the Project site is designated General Commercial.[16] The General Commercial designation provides for a wide range of larger-scale commercial uses to serve both the needs of the City and the region.[17] The Project would replace the existing designation with a Specific Plan designation and proposes up to 265 DUs, consistent with the Specific Plan. The EIR will further evaluate the Project's potential to conflict with the General Commercial designation's primary intended uses and maximum allowed density.

The City of Gardena Zoning Map depicts the City's zones and indicates the Project site is zoned C-3 Zone.[18] The C-3 Zone is intended for general commercial use. The Project proposes residential land uses and a Specific Plan. The EIR will further evaluate the Project's potential to conflict with the GMC.

[16] City of Gardena. (2006, Updated February 2013). *Gardena General Plan 2006*. Figure LU-2: 2013 General Plan Land Use Policy Map. Gardena, CA: City of Gardena.
[17] City of Gardena. (2006, Updated February 2013). *Gardena General Plan 2006*. Page LU-12. Gardena, CA: City of Gardena.
[18] City of Gardena. (January 2018). *Zoning Map*. Gardena, CA: City of Gardena Planning Division.

4.12 Mineral Resources

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?				X

IMPACT ANALYSIS

4.12a Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

4.12b Would the project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

No Impact. The Surface Mining and Reclamation Act of 1975 (SMARA) requires classification of land into mineral resource zones (MRZs) according to the area's known or inferred mineral potential.[19] The Project site is located in Mineral Resource Zone-1 (MRZ-1). Areas designated MRZ-1 are noted to have adequate information that no significant[20] mineral deposits are present or it is judged that little likelihood exists for their presence.[21] Further, the GGP does not identify the Project site as a locally-important mineral resource recovery site. Therefore, the proposed Project would have no impact concerning mineral resources. These issues will not be further analyzed in the EIR.

[19] California Department of Conservation. (2018). *California Statutes and Regulations for the California Geological Survey.* Sacramento, CA: California Geological Survey.

[20] Note that use of the term "significant" in this context is used in the MRZ definitions of zones to describe economic value of mineral resources and does not refer to a level of impact under CEQA.

[21] California Department of Conservation. (2015). *CGS Information Warehouse: Regulatory Maps. Special Report 143, Plate 4-1.* Retrieved from http://maps.conservation.ca.gov/cgs/informationwarehouse/.

4.13 Noise

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	X			
b) Generate of excessive ground borne vibration or groundborne noise levels?	X			
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			X	

The GGP establishes goals, policies, and programs to protect residents from excessive noise. Additionally, City of Gardena Municipal Code §8.36.040 and §8.36.050 state the exterior and interior noise standards for the City in terms of Leq(15) and Lmax. Gardena Municipal Code §8.36.080(G) addresses noise associated with construction, repair, remodeling, grading, or demolition.

IMPACT ANALYSIS

4.13a Would the project result in generation a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Potentially Significant Impact. Construction noise typically occurs intermittently and varies depending on the nature or phase of construction (e.g., land clearing, grading, excavation, paving). Noise generated by construction equipment, including earthmovers, material handlers, and portable generators, can reach high levels. Construction activities are anticipated to include site preparation, grading, building construction, paving, and architectural coating. Nearby noise-sensitive receptors could be exposed to elevated exterior noise levels during Project construction that exceed adopted standards.

Construction activities could also cause increased noise along access routes to and from the Project site due to movement of equipment, materials, and workers. The EIR will further evaluate the potential for the Project's construction activities to result in a temporary increase in ambient noise levels in the Project's vicinity in excess of City standards.

The Project proposes to replace the existing industrial use with a TOD. Since the existing building is currently operating as an auto parts warehouse, there is existing operational noise. The Project would introduce mobile and stationary source operational noise consistent with typical residential developments. The stationary noise sources associated with the current industrial uses would be removed and replaced with stationary noise typical of a multi-family residential use. The Project would also generate traffic volumes along nearby roadways, which could result in noise level increases along area roadways. The EIR will further evaluate the potential for Project operations to result in a temporary or permanent increase in ambient noise levels in the Project's vicinity in excess of City standards.

4.13b Would the project generate excessive groundborne vibration or groundborne noise levels?

Potentially Significant Impact. Increases in groundborne vibration levels attributable to the Project would be primarily associated with short-term construction-related activities. Project construction could result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved.

The Project proposes a residential development that would remove the existing industrial uses, removing the groundborne vibration associated with existing truck operations. The EIR will further evaluate the Project's potential to generate excessive groundborne vibration or groundborne noise levels.

4.13c Would the project be located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the project area to excessive noise levels?

Less Than Significant Impact. Refer to Response 4.9e. Hawthorne Airport is approximately 0.45 mile north of the Project site. Review of the Hawthorne Airport's Airport Influence Area Map indicates the Project site is outside of the Influence Area boundaries. Therefore, the Project would not expose people residing or working in the Project area to excessive airport- or airstrip-related noise levels. Impacts would be less than significant in this regard. This issue will not be further analyzed in the EIR.

4.14 Population and Housing

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	X			
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?				X

IMPACT ANALYSIS

4.14a Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Potentially Significant Impact. The City's current population as of January 1, 2020 is approximately 60,397 persons.[22] The City's housing stock totaled 21,982 DU with approximately 2.83 PPH. The Project would remove all existing on-site structures and, in their place, construct a single TOD building with up to 265 DUs. Because the Project proposes new DUs, Project implementation would induce population growth in the City. The EIR will further evaluate whether the Project's forecast population growth is substantial or unplanned.

4.14b Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

No Impact. The Project would not displace existing housing or require construction of replacement housing elsewhere, since no housing is located onsite. Therefore, no impact would occur in this regard. This issue will not be further analyzed in the EIR.

[22] California Department of Finance. (2020). E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2020.

4.15 Public Services

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physical altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?	X			
b) Police protection?	X			
c) Schools?	X			
d) Parks?	X			
e) Other public facilities?	X			

IMPACT ANALYSIS

4.15a Fire Protection?

Potentially Significant Impact. The City contracts with LACFD to provide fire protection and emergency medical services for the City. LACFD operates two fire stations within the City: Fire Station 158, located at 1650 West 162nd Street, and Fire Station 159, located at 2030 West 135th Street. The City of Gardena fire station nearest the Project site is Station #159, approximately 0.75 mile to the southeast. The fire station nearest the Project site, LACFD Station #162, is approximately 0.5 mile to the north in the City of Hawthorne at 12151 Crenshaw Boulevard. The Project's forecast population growth would incrementally increase the demand for fire protection and emergency medical services to the Project site. The EIR will further evaluate the Project's potential to result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities.

4.15b Police Protection?

Potentially Significant Impact. Police protection services to the Project would be provided by the City of Gardena Police Department (GPD). The police station nearest the Project site is at 1718 West 162nd Street, approximately 2.4 miles to the southeast. The Project's forecast population growth would incrementally increase the demand for police protection services to the Project site. The EIR will further evaluate the Project's potential to result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities.

4.15c Schools?

Potentially Significant Impact. The Project site is within Los Angeles Unified School District (LAUSD) boundaries. The proposed Project is forecast to generate an increase in student

population. The EIR will further evaluate the Project's potential to result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities.

4.15d Parks?

Potentially Significant Impact. See Response 4.16 below.

4.15e Other public facilities?

Potentially Significant Impact. Los Angeles County Library operates 84 community-based library outlets, including four bookmobiles in 51 of 88 cities and unincorporated areas.[23] Los Angeles County Library is responsible for maintenance and library improvements to meet future library service's demands. The Project's forecast population growth would incrementally increase the demand for library services. The EIR will further evaluate the Project's potential to result in substantial adverse physical impacts associated with the provision of new or physically altered library facilities.

[23] LA County Library. (2018). Public Libraries. https://www.lacounty.gov/things-to-do/libraries-museums/public-libraries/.

4.16 Recreation

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	X			
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	X			

IMPACT ANALYSIS

4.16a Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

4.16b Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Potentially Significant Impact. The Project's forecast population growth could incrementally increase the use of existing recreational facilities. The EIR will further evaluate whether this incremental increase would be such that substantial physical deterioration of an existing recreational facility would occur or be accelerated. The EIR will also further evaluate the Project's potential to result in substantial adverse physical impacts associated with the provision of new or physically recreational facilities.

4.17 Transportation

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycles, and pedestrian facilities?	X			
b) Conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)?	X			
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (for example, farm equipment)?	X			
d) Result in inadequate emergency access?	X			

IMPACT ANALYSIS

4.17a Would the project conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Potentially Significant Impact. The Project would increase pedestrian, bicyclist, and vehicle traffic in the Project area. The EIR will further evaluate whether this increase would conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

4.17b Would the project conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)?

Potentially Significant Impact. The Project would increase vehicle traffic in the Project area. Therefore, the EIR will further evaluate the Project's vehicle miles traveled (VMT) for consistency with State CEQA Guidelines §15064.3, subdivision (b)

4.17c Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (for example, farm equipment)?

Potentially Significant Impact. The Project would convert an industrial property to a residential use and construct new onsite features, including curves, which may increase hazards due to a geometric design feature. The EIR will further evaluate the Project's design features for hazards and evaluate the Project's use for incompatibility.

4.17d Would the project result in inadequate emergency access?

Potentially Significant Impact. The Project would replace the existing site access. The EIR will further evaluate if this would result in inadequate emergency access.

4.18 Tribal Cultural Resources

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code §21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is	X			
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code §5020.1(k); or	X			
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code §5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code §5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	X			
Source: Kimley-Horn & Associates				

IMPACT ANALYSIS

4.18ai Cause a substantial adverse change in the significance of a tribal cultural resource, listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code §5020.1(k); or

4.18aii Cause a substantial adverse change in the significance of a tribal cultural resource- a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code §5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code §5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?

Potentially Significant Impact. Past development has previously disturbed the Project site. Given the extent of onsite ground disturbances from previous development and the area's urbanized nature, there is low potential for the Project's ground-disturbing activities to encounter tribal cultural resources. Notwithstanding, the potential exists for accidental discovery of tribal cultural

resources during ground-disturbing activities. The EIR will further evaluate these potential impacts.

4.19 Utilities and Service Systems

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Require or result in the relocation or construction of new or expanded facilities concerning the following, the construction or relocation of which could cause significant environmental effects? i. Water, ii. Wastewater, iii. Wastewater Treatment (see Response 4.19.c below), iv. Stormwater Drainage, v. Electric Power, Natural Gas, and Telecommunications.	X			
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	X			
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project projected demand in addition to the provider's existing commitments?	X			
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	X			
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	X			
Source: Kimley-Horn & Associates				

IMPACT ANALYSIS

4.19a Require or result in the relocation or construction of new or expanded facilities concerning the following, the construction or relocation of which could cause significant environmental effects?

i. Water,

ii. Wastewater,

iii. Wastewater Treatment,

iv. Stormwater Drainage,

i. Electric Power, Natural Gas, and Telecommunications.

4.19b Would the project have sufficient water supplies available to serve the Project and reasonably foreseeable future development during normal, dry and multiple dry years?

4.19c Would the project result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project projected demand in addition to the provider's existing commitments?

4.19d Would the project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

4.19e Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

Potentially Significant Impact. The Project would increase utility usage and demands within the Project site, potentially resulting in the need to relocate or construct new utility facilities, insufficient water supplies, a determination by the wastewater provider of insufficient capacity, or excessive waste. The EIR will further evaluate these potential impacts.

4.20 Wildfire

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?				X
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?				X
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?				X
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?				X
Source: Kimley-Horn & Associates				

IMPACT ANALYSIS

4.20a Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact. According to CalFire Fire Hazard Severity Zone Map for the City, the Project site is not within a State Responsibility Area. The Project site is in a Non-Very High Fire Hazard Severity Zone (Non-VHFHSZ) within a local responsibility area.[24] Project design and site access would adhere to LACFD regulations and designs. Further, Project construction would not require the complete closure of any public or private streets during construction. Temporary construction activities would not impede use of the streets for emergencies or access for emergency response vehicles. Therefore, the Project would not result in inadequate emergency access. No impact would occur in this regard. This issue will not be further analyzed in the EIR.

4.20b Would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

[24] CalFire. (November 2007). *Los Angeles County FHSZ Map.* Retrieved from https://osfm.fire.ca.gov/media/7280/losangelescounty.pdf

No Impact. As discussed above, the Project is not within an area classified as VHFHSZ. Therefore, no impact would occur in this regard. This issue will not be further analyzed in the EIR.

4.20c Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

No Impact. As discussed above, the Project is not within an area classified as VHFHSZ. The Project site is surrounded by development in an urbanized area of the City. The Project would tie into existing infrastructure that currently serves the Project site. Project implementation would not result in the construction, installation, or maintenance of new infrastructure that would exacerbate fire risk. No impact would occur in this regard. This issue will not be further analyzed in the EIR.

4.20d Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact. The Project is not within an area classified as VHFHSZ. The Project site and surrounding vicinity are relatively flat. There are no known landslides near the site nor is the site in the path of any known or potential landslides. Therefore, the Project would expose people or structures to significant risks, as a result of runoff, post-fire slope instability, or drainage changes. No impact would occur in this regard. This issue will not be further analyzed in the EIR.

4.21 Mandatory Findings of Significance

Environmental Issue	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Does the Project:				
a) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	X			
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of the past projects, the effects of other current projects, and the effects of probable future projects.)	X			
c) Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	X			
Source: Kimley-Horn & Associates				

IMPACT ANALYSIS

4.21a Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

4.21b Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of the past projects, the effects of other current projects, and the effects of probable future projects.)

4.21c Does the project have environmental effects which will cause substantial adverse effects on human beings, directly or indirectly?

Potentially Significant Impact. The Project would replace the existing onsite light-industrial building with up to 265 DUs, which could degrade the quality of the environment, result in cumulatively considerable impacts, or adverse effects on human beings. The EIR will further evaluate these potential impacts.

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